

# Rustic Hills Drainage and Infrastructure Study

## REPORT OF PROPERTY OWNER ROUNDTABLES

FEBRUARY 23, FEBRUARY 28 AND MARCH 1, 2017



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# INTRODUCTION

## PURPOSE OF STUDY

The City of Colorado Springs has identified a number of problems that must be addressed with the roads, drainage, stormwater facilities, and pedestrian/equestrian/bicyclist access and connections in Rustic Hills Subdivisions 1 and 2 . The City intends to fund needed improvements to facilities in the subdivision public rights-of-way after a plan has been developed to address the problems and associated maintenance costs.

Since property owners in the subdivision have direct knowledge of local issues related to the infrastructure in their neighborhood and will be impacted the plan that is developed, the City has encouraged subdivision property owners to participate in a process to help develop the plan.

## ROUNDTABLE PURPOSE

All subdivision property owners were invited to attend one of a series of three roundtable discussions held on February 23, February 28, and March 1, 2017. The roundtables initiated the process to engage property owners. Subsequent all-neighborhood workshops will be held on March 30 and June 6, with a neighborhood open house to review the draft plan slated for August 17.


The roundtables were valuable in helping City staff and project consultant team members understand property owners' perspectives regarding road, drainage and pedestrian/equestrian/bicyclist access and connection issues and their ideas for potential solutions. Responses from roundtable participants will be used by the project team as they consider optional approaches to present at the March 30 neighborhood workshop.

## ROUNDTABLE METHOD

The roundtables were the first step in a six-month conversation which will be held with subdivision property owners. The roundtable method was selected because it is an ideal way to gather anecdotal sharing of personal experiences and circumstances and for exploring and gaining an understanding of people's ideas, and concerns related to a specific issue or problem. In addition, the small, informal and professionally-facilitated discussions allow and encourage everyone in the group to contribute to the discussion.

Invitations to all subdivision property owners to participate in a roundtable were conveyed through a postcard mailed to them in early February. Those interested in participating were asked to indicate their interest no later than February 20. While 46 people indicated they would participate, a total of 38 actually attended. Nine property owners participated in the February 23 roundtable, 12 in the February 28 roundtable, and 17 in the March 1 roundtable. All were held at Mitchell High School.

The format for each roundtable was identical. In each 90-minute session, a brief introduction by the facilitator was followed by a 15-minute presentation by Andre Brackin, the Wilson and Co. lead consultant project manager, about the subdivision's drainage and infrastructure problems. Following questions from participants to clarify the information presented, a facilitated group discussion was



conducted. Three central discussion questions focused on roads, drainage, and pedestrian/equestrian/bicyclist access and connections were posed to each roundtable group. The discussion in each was recorded by a note-taker who kept a detailed flipchart record. City of Colorado Springs Project Manager Tim Biolchini and Andre served as information resources as questions arose during the discussion.

In addition to participating in the small group discussion, each participant was asked to complete a written response form, allowing everyone to add his/her perspective to the session record with a greater degree of depth and anonymity.

## ABOUT THIS REPORT

This report includes analysis of the responses from the roundtable discussions and from the individual written responses. The Summary of Responses section summarizes responses from the discussion questions which focused on subdivision roads, drainage, and pedestrian/equestrian/bicyclist access and connections. The Summary also integrates the individual response form submissions in response to questions which asked participants to list what pleases them about the Study and what concerns them about the Study. Individual comments are contained in quote blocks throughout the Summary to illustrate the variety of perspectives captured through the roundtables.

The Appendix contains the discussion responses organized by topic and by roundtable and the response form comments organized by topic and by roundtable. The roundtable discussion guide used, as well as the individual response form distributed to all participants after the discussion, are also included.

## ACKNOWLEDGEMENTS

KezziahWatkins would like to thank all those subdivision property owners who were willing to lend their time and attention to participate in the roundtable discussions. The City and the Wilson and Co. project team appreciate learning about their experiences, their perspectives, and their insights. All responses were valued and valuable.

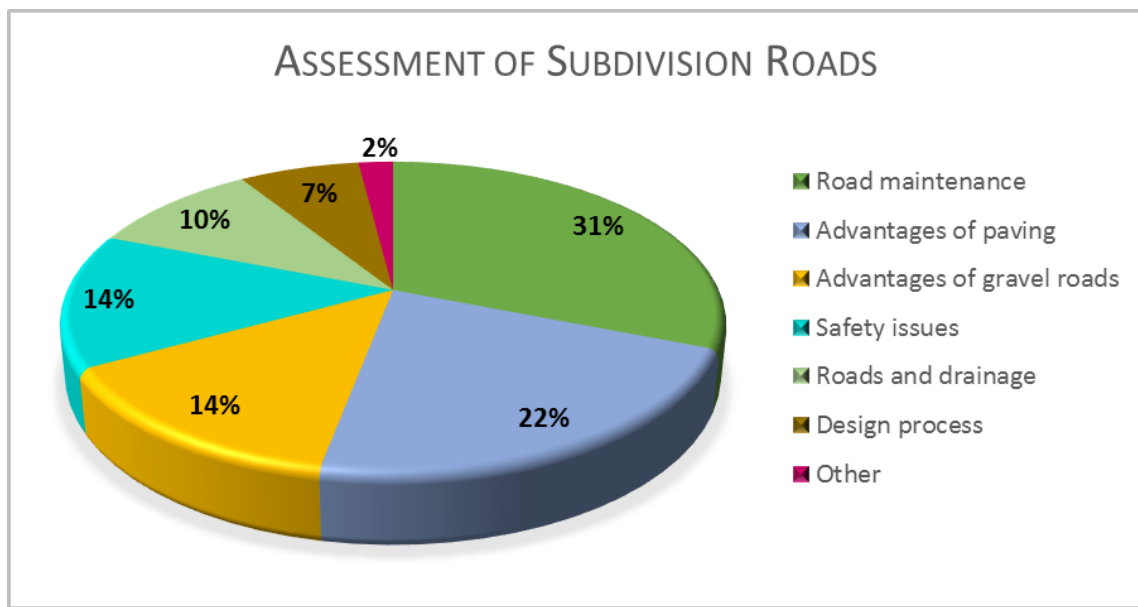
# SUMMARY OF RESPONSES

## RESPONSES REGARDING ROADS

The first roundtable question asked participants to provide a personal assessment of the roads in their subdivision. The majority of comments received in response (31%) dealt with road maintenance.

Many said they believe maintenance of the roads has gotten worse over the last few years, with some people observing changes in the frequency and/or type of maintenance over time. Others reported having never seen a road grader in the subdivision, while others spoke of a change in the road surface from gravel to “just scraped dirt.” Other roundtable participants talked about a change in maintenance methods, with one saying and others agreeing, “The graders used to spend hours here and make multiple passes on the roads. Now they just take the top off.” A number of participants also cited associated maintenance problems with the drainage ditches adjacent to the roads.

*“Numerous homeowners are out grading the roads with their own equipment and this will continue if nothing is done. This is a big issue for the Homeowners’ Association.”*



In the road assessment discussion, 22% of the comments focused on the advantages of paving the roads. Some people cited the need to get rid of the “washboarding” of the roads, while others talked about the mud, dust, and drainage problems generated by gravel roads. Some said they believe that no maintenance can solve the problems of the gravel roads. One participant’s suggestion was to pave only the heavily-used sections of the subdivision roadways.

*“The washboard is so bad that I drive on the left to avoid it. I see nodding heads, so I’m not the only one.”*

Other participants’ comments (14%) focused on the advantages of having a gravel road surface. Reasons cited included liking the rural feel gravel roads help create, the limiting of travel speeds on gravel roads and the reduction of road noise. Others spoke of

the advantages of walking and/or riding horses on gravel roads. One participant expressed concern about the possibility of “out-gassing” generated by paved roads.

Also reflecting 14% of the responses were comments related to roadway safety issues. Some participants spoke about the narrowness of the roads in some areas and the associated problems with sightlines. Others reported slick spots on some roads when there has been moisture in the area. Another participant worries about pedestrian safety: “Pedestrians walk or run in the middle of the road to avoid soft sediment, ruts, and bumps.”

Some of the comments (10%) focused on the relationship between roads and drainage issues, with most of those comments relating instances of water coming off the roads and into private properties. Many participants related instances when there was a need to build walls or berms to keep water out of their properties. Finally, a few of the comments (7%) were related to issues or questions about the design of improvements, such as driveway entrances, mailboxes, fences or other improvements in the rights-of-way.

*“We like the fact that our neighborhood is different and dirt roads are part of what makes it feel different from a regular city neighborhood.”*

*“I have built a berm to keep water out of my garage. The road was angled to the high side and recent grading work trying to re-establish a [road] crown has caused my basement to flood twice.”*

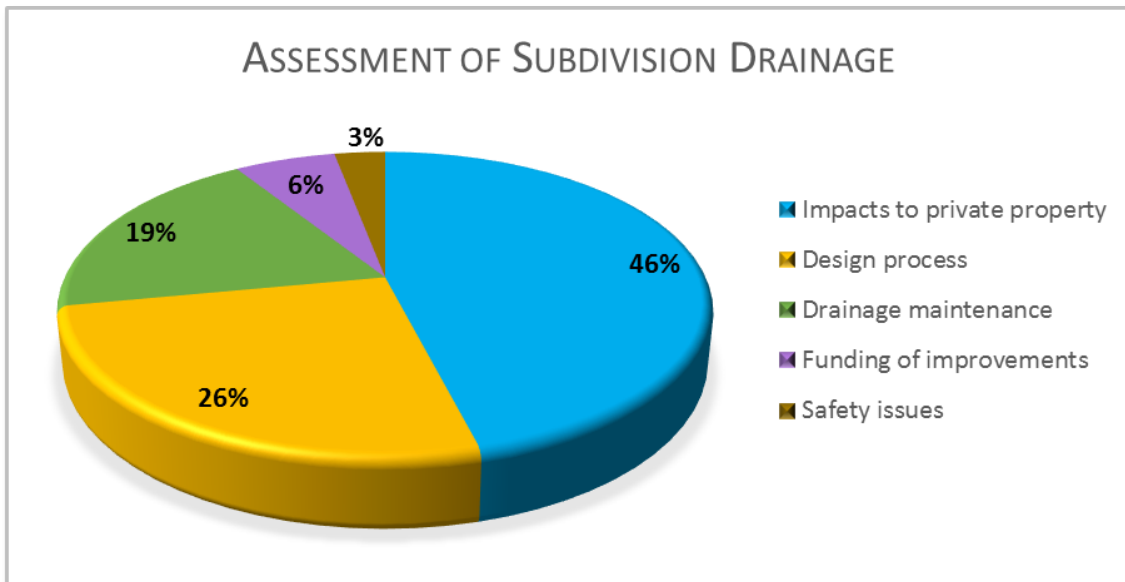
*“The drainage problems are affecting private property. My immediate neighbors and I have cleaned and re-dug our ditches. They aren’t attractive, but they are functioning. If water gets out of my ditch, it runs down my driveway and causes significant damage. Once breached, the ditches are hard to repair.”*





## RESPONSES REGARDING DRAINAGE

There was a high degree of consistency in response to the question, “What’s your assessment of how the drainage in your subdivision is currently working?” The most-frequently mentioned topic (46%) was how drainage issues are impacting private property.



As with the discussion on road assessment, comments often focused on private property impacts created by drainage problems when water comes off roads, flows out of the drainage ditches and runs down driveways, causing significant damage. Again, people spoke of the need for property owners to build detention areas and/or berms to try to protect their properties. Some explained that their driveways are lower than the roads, resulting in damage to driveways and sediment deposits that must be cleaned out by individual property owners. Others described problems with culverts filling up with sediment and property owners having to clean them out and/or build walls with railroad ties to avoid getting flooded with both sediment and water. One person related, “Every time it rains hard, the ditches wash out.”

*“The River Runs Through It’ [in our subdivision].”*



Others observed that the condition of the ditches has changed over time. Some residents said the ditches have become less defined and more filled with sediment. Other private property impacts from drainage mentioned include water/sediment overflows into yards when the concrete ditch coming off Constitution Boulevard just north of the subdivision fills with water.

Twenty-six percent of the responses to the drainage assessment question were about design-related suggestions and questions about potential improvements. A few people suggested that uphill flows be taken into consideration when designing drainage improvements, while others



similarly suggested that the primary and secondary drainage systems work together. Some participants explained that there are some properties that don't need ditches. Other residents had questions regarding road surface permeability and its impact on drainage. Other questions focused on where the water from the subdivision flows, and what impacts the new detention pond the City plans to build might have on the neighborhood.

*"In the past the City has promised to fix the drainage, but nothing has changed. Our basement is still flooding."*

About one-fifth of the drainage discussion comments (19%) were related to maintenance of the drainage facilities. Some asked why the City has not removed trees from the drainage ditches. Others related stories of having to ask Street Division crews to grade the roads in front of their homes to keep road water and sediment from draining into private properties. Others questioned why the City has not cleaned out the drainage ditches that have filled with sediment.

*"A few years ago culverts were added at Brady and Payton. The large culverts really helped and they were kept clean for about one year. Now they are clogged again. This is an example of money that was spent, but we no longer benefit from it because it hasn't been maintained."*

A few of the comments (5%) were in the form of questions related to responsibility for funding the drainage improvements. Some participants wanted to know who would be responsible for paying for culverts. Others asked what costs homeowners might be responsible for. Finally, safety issues related to drainage were also mentioned (3%) and focused on the periodic need to pull cars and postal vehicles from the ditches.



## RESPONSES REGARDING PEDESTRIAN/EQUESTRIAN/BICYCLIST CONNECTIONS

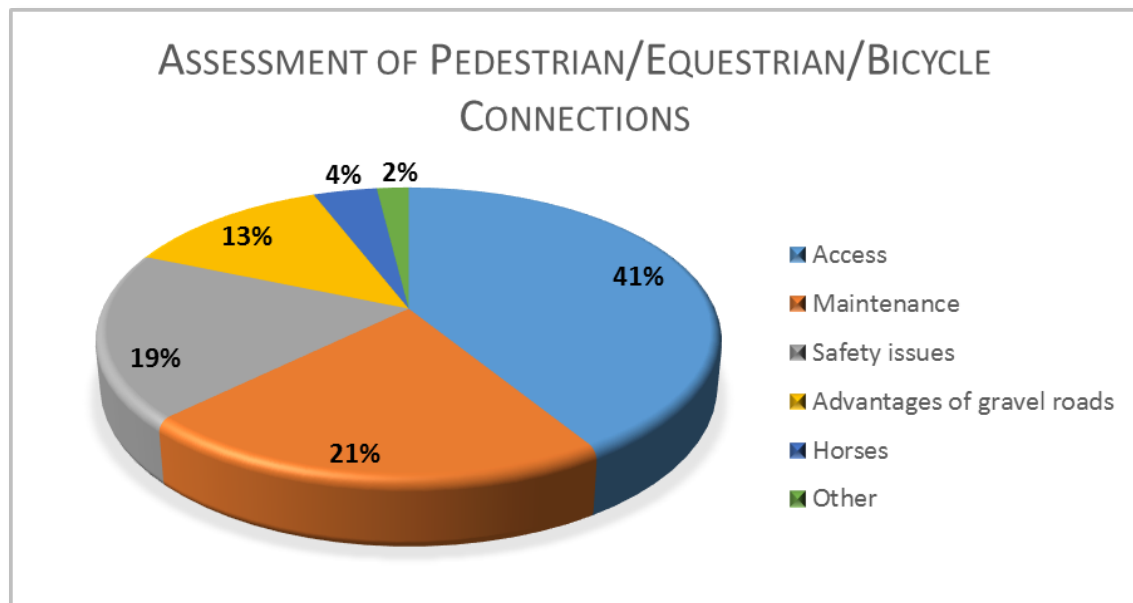
The final question posed to each group of roundtable participants focused on access and connections in and around the subdivision by pedestrians, equestrians, and bicyclists.

A high number of responses (42%) dealt with a variety of access-related issues. These included the common use of bridle paths in Subdivision Filing 2 and the frequent use of the road throughout the subdivision by walkers, joggers, and equestrians. Some participants focused on the adjacent Rock

*"There is no other place to walk [than the roads]. You can't walk in the ditches."*

Island Trail. They stressed that it is the only designated trail in the area, causing most people in the subdivision to walk on the road, easements, or on social trails. Others said they consider the Rock Island

Trail an important asset to the neighborhood and that it is commonly used by residents. The point was made that of the three 'social trail' connections to the Trail from the subdivision, one is good, one is "okay" and one is bad.



Some residents who live in Filing 2 expressed concern that a few people are placing "No trespassing" signs and/or are fencing off bridle paths or easements near their properties. Other Filing 2 residents expressed no reservations about having walkers, equestrians, or bicyclists go across their properties. One participant did suggest that "It would be helpful if the Association put up some signs to show which trails and connections are okay to use."

The topic of trail/path maintenance was reflected in 22% of the comments. One property owner who lives in Filing 2 explained that he regularly mows the bridle path adjacent to his property "for neatness and safety."

*"I used to be able to ride my bike across the trail connection to the Rock Island Trail, but now it is so eroded that I have to push or carry my bike."*

Other residents reported that bridle paths are found “in all conditions,” with some clear and maintained and some blocked and overgrown. Some participants reported bad erosion on a few of the social trail connections to the Rock Island Trail as well as erosion of the old trail bed on the embankment near the Trail caused by social trails.

Safety issues mentioned (19%) included concerns expressed about the safety of people walking on the roads due to cars driving too fast or poor sight lines for drivers. Another concern was fires near the railroad embankment because of dead trees. Others cited issues related to equestrians riding in the road or bicyclists no longer coming to the neighborhood to ride because the condition of the road is so bad.

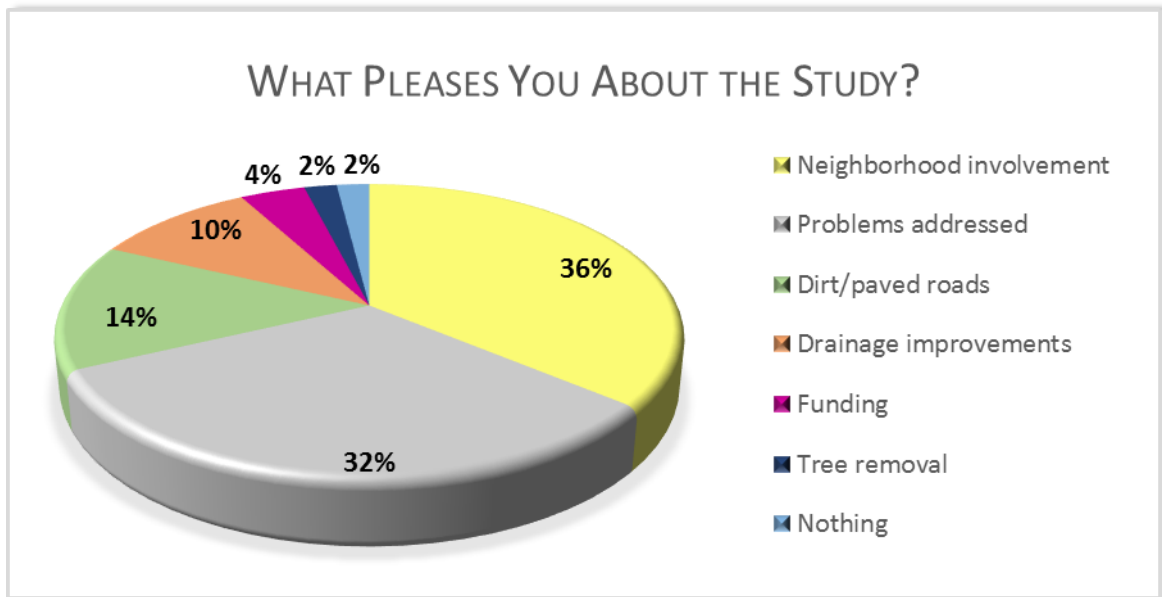
*“I have to be very cautious driving on hills and where I can’t see because walkers are out there.”*

When assessing access and connections for pedestrians, equestrians, and bicyclists, some comments (13%) related to the advantages of gravel roads, primarily because they provide a soft surface. Also mentioned (4%) were comments related to the positive impact of having horses present in the neighborhood.



## INDIVIDUAL RESPONSE FORM COMMENTS

Following the introduction, presentation of information, and discussion at each roundtable, participants were each given an individual response form to complete. The form contained two questions: 1. *After hearing the presentation and the group discussion tonight, what pleases you about the Drainage and Capital Improvements Study?*; and 2. *What concerns you about the Study?*



Over one-third of the responses (36%) to the “What pleases you about the Study?” question focused on the City’s process to involve the neighborhood. A number of comments expressed appreciation that subdivision’s residents’ concerns are being considered and listened to. Others like the new ideas and questions that came forward through the roundtables and the fact that information that was being gathered early in the process.

*“It appears you are willing to listen — that is a pleasant change — you will need patience — lots of stubborn neighbors.”*

Also frequently mentioned (32%) in the “pleased by” responses was the fact that the City is planning to make improvements. Some like that discussions have started about addressing the issues that they said have challenged residents in the subdivision for years. One person commented, “Looks like they’re moving in the right direction,” while another simply wrote, “Getting something done.”

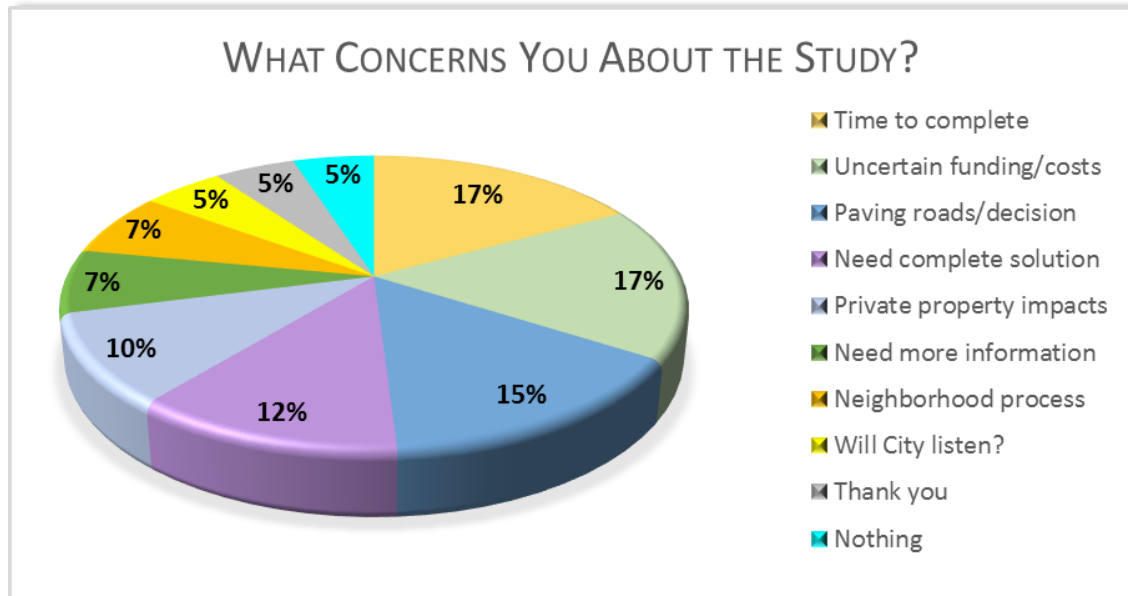
*“That concrete action actually seems to be starting, and that the City is taking responsibility for the project and committing money to it.”*

*“I purchased a home in an area with gravel roads. I love my rural gravel roads and I hate them, too.”*

The topic of roads — both gravel and paved — reflected 14% of the comments in response to the “pleased by” question. About half the comments indicated support for paving the roads and about half supported keeping gravel roads.

Drainage improvements garnered 5% of the comments, with one participant simply stating, “Drainage improvements are greatly needed.” Another indicated support for the City’s intent to build a detention pond in the subdivision.

Other issues mentioned less frequently in response to the “what pleases you about the Study” question focused on the City’s willingness to fund the improvements and on tree removal from the roadside ditches. One person simply drew a circle with a slash through it indicating nothing pleased him or her about the Study.



Roundtable participants submitted a wide range of concerns about the Study. A frequently-mentioned (17%) concern and question was about the time it would take to complete the Study and make improvements. Others expressed concern about funding of the improvements and potential costs to property owners.

*“I think this is good but it is predicated upon an election for funds. Colorado Springs doesn’t approve funding very often.”*

Also mentioned often (15%) was the concern that the City has already decided to pave the roads and, as one participant commented, “...is just doing required neighborhood input.”

*“I am concerned that the plan has already been decided to pave the roads and increase the drainage problems for our neighborhood. Our roads are multi-use (cars, bikes, horses, pedestrians) and paving will endanger everybody.”*

Twelve percent of the comments focused on wanting to get results from the study that are complete and that effectively solve the problems the subdivision is experiencing, or as one person wrote, “Fixing it right to last a long time.”

Also mentioned regarding concerns about the Study were current and future impacts to private property (10%), the need and desire for more information (7%), the neighborhood process (7%), and whether the City will listen to the results from the neighborhood process (5%). A few people (5%) indicated they had no concerns, and others simply expressed thanks for the process (5%).

## APPENDICES





## Appendix A

### Discussion Responses Categorized

# Rustic Hills Drainage and Capital Improvements Study

## Neighborhood Roundtables

### Discussion Responses Organized by Topic

*Three Roundtables with Rustic Hills Subdivision property owners were held on February 23, 28, and March 1. The following questions and comments were made during the meeting and were recorded by a note-taker on a flip chart as the discussion occurred.*

#### Questions Following Presentation of Information

##### Drainage

- \* Where will the detention ponds be located?
- \* Will detention ponds be concrete or “live” bottom?
- \* Will the detention ponds require maintenance?
- \* Will there be a detention pond west in the western drainage area?
- \* How much of this is being driven by the lawsuit with Pueblo? Is this a water quality concern?
- \* Does Woodmen Valley have the hillsides and grades we have?
- \* How will you fix the water flowing over private properties? I’d like to show you my property and the problems, and I’m sure several of my neighbors would, too.
- \* Is it possible to pave roads and solve drainage issues without concrete-lined road ditches?

##### Design Process

- \* Committees have already met and discussed these things and studies have been done. Do recommendations exist? I would like to see those studies and cost estimates.
- \* Do you have access to the previous study? There are houses lower than the roads with drainage issues.
- \* Does the Parks Department own the property where the detention pond will be built?
- \* This neighborhood is 50 years old and so is much of the infrastructure. Have your studies considered the aging infrastructure such as water and sewer? Are there things that should be fixed or upgraded before paving?

##### Paving

- \* Thirty-three percent of roads in the U.S. are gravel and they account for 2 percent of the fatalities. Why is there an assumption that paved roads are safer? People drive faster on paved roads.
- \* It looks like this project is leaning toward a paving solution. Is asphalt with rubber mixed in better for horses?
- \* When roads are paved, are they crowned?

##### Funding of Improvements

- \* You said that the City would fund improvements in the right-of-way. Who is responsible for the culverts?

- \* What does maintenance cost? The City is never out there! There are many more folks in the neighborhood who would like to see the maintenance costs.

#### Schedule

- \* Is there a projected start date?
- \* Is this going to take 3-4 years? Will the City be able to address some of the urgent things in the meantime?

#### Group Discussion Questions and Responses

1. *The City and consultant team will be assessing the roadways from technical perspective. You are all obviously very familiar with the roadways in the Rustic Hills subdivision – you use them every day. What’s your personal assessment of the roads?*

#### Road Maintenance (18 mentions = 31%)

- \* Road maintenance has gotten worse.
- \* I have been in the neighborhood many years. When I moved here, the roads WERE gravel, now they are just scraped dirt. The City is not putting gravel on these roads.
- \* The roads were gravel when I moved here. The use of magnesium chloride changed the maintenance style.
- \* Mailboxes impact road wear and limit access to graders and maintenance. They have been located on the same side of the road for delivery convenience; there are five in front of my house.
- \* There is a lot of traffic cutting through the neighborhood. This has increased and it impacts road wear.
- \* The City is not out here maintaining the roads.
- \* I have only seen soil stabilizers used on the road once.
- \* The City came in and removed six trucks of gravel (sediment) from my driveway
- \* The roads are getting worse. The original drainage may have been okay, but the road grading and cumulative damage have changed it.
- \* Generally, we’ve seen decreasing maintenance in the last 18 years. Deterioration has resulted.
- \* Does the City still do dust control?
- \* After the sewer line, the road was improperly compacted. They used bad soils. The road gets very slick on the west end of Payton Circle.
- \* Maintenance has been reduced in that time.
- \* The graders used to spend hours here and make multiple passes on the roads. Now they just take the top off.
- \* I asked the guy on the grader and he told me: “We’re only told to smooth it out a bit.” One or two days later the washboard is back.
- \* They used to grade and clean out the ditches when we moved here 27 years ago.
- \* After the sewer line was fixed, the ditches were not fixed.
- \* I would like to see the City’s spending records for Rustic Hills road maintenance. I have never seen a road grader.

#### Advantages of Paving (13 mentions=22%)

- \* I live on Brady Road near Constitution. The heaviest traffic passes in front of my house. It might be good to pave these heavily-used sections. Traffic splits at the next intersection at Brady and Payton and the traffic decreases significantly there.
- \* I don't see a solution to the mud and drainage and erosion with dirt roads. I am open to paving.
- \* The biggest main pain are washboard roads. The roads are graded and the washboard returns after one week.
- \* Some times of the year, the dust and mud are terrible. I have friends that won't come to my house at certain times of the year because they know how bad the roads can get
- \* The City has used magnesium chloride, it turns into a mortar-like substance on cars.
- \* The roads are horrendous.
- \* They are terrible.
- \* They make our cars dirty.
- \* I'm sick of getting flat tires.
- \* They make biking difficult.
- \* I moved here from another part of town; the road dust has played havoc with my allergies.
- \* The houses that are below the road in elevation have extra bad dust problems.
- \* In Filing 1, no maintenance can solve the problems we have without paving, too.

#### Advantages of Gravel Roads (8 mentions= 14%)

- \* I purchased a home in an area with gravel roads. I love my rural gravel roads and I hate them too.
- \* We like the rural feel and the dirt roads in our neighborhood.
- \* We like the fact that our neighborhood is different and dirt roads are part of what makes it feel different from a regular city neighborhood.
- \* The rural "not-in-the-city" feel of our neighborhood is special.
- \* You say that this is about improving water quality and drainage, but increasing the non-permeable surfaces [on the roads] seems counterproductive.
- \* Gravel and washboard [on the roads] limit speed.
- \* This a neighborhood with walkers and horses on the roads on weekends. Paving the roads reduces sound and increases speed. This will increase safety risks to pedestrians and horses.
- \* How much/long does asphalt out-gas? My wife has health sensitivities and she would be very concerned about out-gassing.

#### Safety Issues (8 mentions=14%)

- \* A 60' right-of-way is not that wide. Payton Road between Brady and Constitution is narrow with sight-line issues and washboards.
- \* If you are going to pave the road, in some spots it is so narrow that there is only room for one lane.
- \* There are some very slick spots on Payton Circle and Brady Road and Rocking R Drive that appear any time there is moisture—especially March snows. I have to drive very slowly to maintain control.
- \* In places without gravel, roads get very slick after March snows.

- \* What is the width of the right-of-way? There are narrow places on Payton Circle and a couple others that are only about 1½ lanes wide.
- \* At the intersection of Brady and Payton after the stop sign the washboard is so bad that I drive on the left to avoid it. I see nodding heads, so I'm not the only one. This is dangerous.
- \* Pedestrians walk and run in the middle of the road to avoid soft sediment, ruts, bumps, etc.
- \* Brady Road also gets very slick in places.

#### Roads and Drainage (6 mentions=10%)

- \* I have built a berm to keep water out of my garage. The road was angled to the high side; recent grading work which was trying to re-establish a crown has caused my basement to flood twice.
- \* We live downhill of Payton Road. The water crossed the road and flowed into our property, too.
- \* We should also think globally about these impacts. We are contributing a lot of runoff into Fountain Creek.
- \* We live on Bent Bar Road, and our driveways go downhill into our garages. Our driveways and garages get water and flood every time it rains.
- \* Since 1978, the road has been built up higher; I and others have had to build walls to keep the water out of our property.
- \* After the sewer line was replaced last summer, the crown was gone from the road and the drainage was changed. My garage flooded twice—and it hadn't happened before in the 30 years I've lived here.

#### Design Process (4 mentions = 7%)

- \* As they consider things that are in the right-of-way, the City will have to consider mailboxes. Mailboxes are commonly in the right-of-way for [delivery] access.
- \* There are also fences and other improvements in the right-of-way.
- \* How much will paving the roads and fixing the ditches help these issues?
- \* Many homeowners have two driveway entrances. Will both be fixed? Last time we were told that city would only allow one entrance. We want our current driveway configurations supported!

#### Other (1 mentions = 2%)

- \* When I moved here 28 years ago, they told me that the roads would be paved.

***(Asked in the third roundtable only)*** Some people in the roundtables have told us they like living in an area with dirt roads and want to keep them that way. Others have said they would like to have the roads paved. What do you all think?

#### Advantages of Paving

- \* [Dirt] roads make biking difficult.
- \* Pavement. That will help with drainage and prevent some problems on my property.
- \* Maybe we could get some speed bumps with the paved roads.
- \* Standards do change; the City is in a lawsuit with the EPA over air quality. How much of this is being driven by air quality issues?



- \* I understand the speed issues with pavement, but some people just like to speed, fishtail and power slide. There is someone who messes up the intersection every time right after it's graded.
- \* I stopped some teenagers who were going from one intersection to the next...
- \* Numerous homeowners are out grading the roads with their own equipment and this will continue if nothing is done. This is a big issue for the Homeowners' Association.
- \* We do need to think globally and consider the dust, runoff, and EPA lawsuit.
- \* We need to pave the roads and make it more user-friendly.
- \* Ultimately, the City is going to pave these roads. Since we're looking at paving, can we get a solution that is good for horses and pedestrians, too?
- \* I can also live with paving.
- \* Speed bumps may be the key to controlling speed.
- \* Where Payton and Brady intersect, people love to spin their tires.
- \* I think paving the roads will increase our property values.
- \* I would prefer that we evaluate the need for speed bumps later. They're easy to add and we should see where they are needed.

#### Advantages of Gravel Roads

- \* I like dirt roads. That's why I moved there. I like the country feel and we will lose that with paved roads. People will go faster. I don't want pavement.
- \* I agree with the above. I moved in 31 years ago. I like gravel. People will drive faster with paving.
- \* Dirt roads are better for horses, walkers. People come from outside the neighborhood to walk here.
- \* I can live with dirt roads, I grew up in Montana with dirt roads. If they're properly maintained, they can be good.

#### Roads and Drainage

- \* If my road is crowned, I will be okay. I cut drains to keep water from reaching my driveway. This could be a place where the road needs to be sloped into the hillside.

#### Design Process

- \* CenturyLink says our copper wiring is so old and bad that they can't upgrade us to the good, modern service. We would like the City to specifically look at the infrastructure in an effort to anticipate, prepare and consider it before a paving project.

2. *Let's move on to discussing the drainage in the public rights-of-way along the roadway. What's your assessment of how the drainage in your subdivision is currently working?*

#### Impacts to Private Property (36 mentions=46%)

- \* The drainage problems are affecting private property. My immediate neighbors and I have cleaned and re-dug our ditches. They aren't attractive, but they are functioning. If water gets out of my ditch, it runs down my driveway and causes significant damage. Once breached, the ditches are hard to repair.

- \* I have built some water detention on my property. You might be able to look to some private property for detention locations.
- \* I like our trees—even those in right-of-way.
- \* Water collects 1.5'-2' deep after rains in an area southeast of Brady Road and Half Moon.
- \* A hydrant broke near my house and caused a bunch of erosion and damage that has not been fixed. This sediment is filling ditches.
- \* Sediment builds up in some places and is unmanageable for homeowners.
- \* The drainage and sedimentation points change over time. This changes the impacts and the maintenance required of homeowners. I don't have a tractor anymore and a shovel is inadequate to deal with the sedimentation in my yard.
- \* I dug out my ditch when it filled in; it looks crappy but it works. Some owners do not or cannot clean out their ditches.
- \* It is better to direct water so it doesn't overflow onto private property.
- \* Some culverts are not in the right-of-way. I have one that is 100 feet outside of the right-of-way.
- \* My driveway culvert is lower than the road about 150' away from Brady.
- \* Drainage is a big problem for my property. Brady Road drains into my property about halfway down. I lost my well house and the water broke up a concrete basketball court. I have built some water diversions and berms but there is still a problem.
- \* Water from Payton Circle crosses my property and flows into the church property on Murray. I have had dirt hauled out and have had to fix the damage to my driveway.
- \* On my road, drainage goes to the front doors of houses. They have graded and left a berm to keep water out of the ditch so it doesn't overflow.
- \* Every time it rains hard, the ditches wash out.
- \* Culverts fill up with sediment—I have had to dig them out so many times.
- \* Water from behind my property comes from Constitution Avenue into Rocking R Drive into Half Moon Drive and into the back of my property.
- \* I live on Brady near the cement-lined ditch. Rains cause ruts one to two feet deep, with erosion all the way to the culvert; this is a hazard for families and small kids.
- \* Years ago, there was lots of water flowing down the street. My neighbor built railroad ties to stop the water and keep it from overflowing the culvert. The railroad tie wall is now filled or filling up with sediment.
- \* Drainage issues are causing property damage.
- \* There is sediment building up in easements and on private property.
- \* I have put railroad ties on the Payton side of the street to prevent water and sediment deposition.
- \* The storms are not as bad as they used to be. There was a huge ditch that used to fill with water straight from Constitution Avenue and flooded our basement. One storm filled the foundation of a house under construction next door— so the builder moved the house. The ditch was lined with concrete since that happened.
- \* Can we get suggestions on how to fix our private property drainage issues?
- \* I haven't had much success getting them to change their grading—they're still trying to crown the road in front of my house and I guess it needs to be different. They may have thought they fixed it.

- \* The River Runs Through It! [our subdivision]
- \* There are multiple rivers in the neighborhood. When it rains, it comes down Payton and goes through two properties to the detention pond. I made a ditch to move the water. I have two feet of sand that has built up. What can you do with the flows into my property?
- \* I have three feet to four feet of road base in my yard.
- \* When we moved here 10 years ago, the ditches were well-defined. Some of the dirt and sediment in them is coming right off the hills above. The ditches have to be dug out due to that, too.
- \* The big concrete drainage ditch fills from water on Constitution Boulevard and gets blocked up at the culvert and overflows into my yard. This is a big safety issue. My kids and grandkids are forbidden from getting anywhere near that.
- \* Water flows down (south) on Payton Circle and crosses the road into Jerry's yard and then into my yard. I have dug a ditch to convey the water across my property where it drains under the tracks. When the drain was blocked, it made a lake which drained eventually.
- \* Water flows like a river between Vern's and my property. Last year when it rained, the pond it made would take three or four days to drain.
- \* When it rains, there is a big mess on Pronghorn Circle leaving two feet of gravel.
- \* I have to go out with a shovel after every rain. We moved multiple truck loads last summer.
- \* Uphill homes need to maintain their culverts and ditches, too. I have to go out after every storm because my uphill neighbor's culvert is clogged.
- \* My problem isn't the driveway, it is stuff going past the driveway on the road.

#### Design Process (20 mentions = 26%)

- \* Your studies need to include assessment after one of our heavy storms.
- \* I love the cement-bottomed drainage ditch by my house. It does not hold water or collect trash and weeds—it's self-cleaning. The primary ditches should have hard bottoms, but not the road-side ditches. The live-surfaced ditches are a mess, collecting weeds and trash and become a place for people to dump branches and things.
- \* The primary and secondary drainage systems must work together.
- \* I'd like the roadside ditches to have live bottoms.
- \* Rustic Hills has two separate drainage basins.
- \* To what extent are our dirt roads permeable? How different is that from pavement?
- \* The quantity of water is very much greater in the last five to eight years at Brady and Broken Circle.
- \* Has there been any discussion of culverts under the road? One affects my property. When water escapes into my driveway it floods my garage.
- \* Some properties don't need ditches.
- \* Would the detention pond slow water?
- \* Can stormwater be detained upstream of Rustic Hills? Some water flowing into the neighborhood isn't even from our neighborhood.
- \* On Pronghorn Lane, water doesn't go into the ditches. There is a berm that keeps the water on the road. The sediment all gets dumped in front of my house.
- \* Some water shown on roads in the roundtable presentation is due to snowmelt, not drainage problems.

- \* If paving is the answer, why do Murray and Constitution have such huge drainage problems? You should look at those during and after a hard rain.
- \* It seems like the detention pond is high on the list, but it does nothing about the flows uphill of it. I want to be sure that you are not overlooking other big issues.
- \* We may need some drainage grates to catch water and sediment before it runs down some drive-ways that flow down from the road.
- \* Rarely does water go off my property [north of the railroad embankment]. If the pipes were unclogged, is there a place for the water to go on the other side of the embankment?
- \* I want to be sure that the detention pond will not be a lake and won't cause liability or safety issues for the Homeowners' Association.
- \* Can you tell us about any neighborhood impacts that the proposed detention pond might have for the neighborhood? Will there be bugs? Slime? Smell? Standing water hazard?
- \* Where does this water flow? To Sand Creek?
  
- \* Drainage Maintenance (15 mentions = 19%)
- \* Who owns the road ditches? If they belong to the City, why haven't the trees been moved out of the ditches already?
- \* Years ago, when the City did maintenance, they did cut trees. That may have tapered off in 1999.
- \* It's like the sidewalks and treelawn strip – the City owns them but the homeowner has to maintain them.
- \* The drainage has been getting worse since 1972; it's getting worse faster in the last 10 years.
- \* When more houses were built in the area, drainage was improved.
- \* Once roads are stabilized, will the ditches need as much maintenance?
- \* When the street crews are out, I ask them to grade the road in front of my house to keep it from draining into my property. They have been very cooperative.
- \* I typically go out with a bottle of water or soda and ask them if they're thirsty and I stay and make sure they do what I want.
- \* The street crew was on our street and took out truckloads of dirt (sediment). They also took out huge boulders. I don't know if it will help drainage.
- \* A few years ago, culverts were added at Brady and Payton. The large culverts really helped and they were kept clean for about one year. Now they are clogged again. This is an example of money that was spent, but we no longer benefit from because it hasn't been maintained.
- \* The ditches have filled in over the last 11 years.
- \* In the past, the City has promised to fix the drainage, but nothing has changed. Our basement is still flooding.
- \* We need to get the drainage fixed.
- \* Giant chunks of asphalt appeared in the drainage ditches, then disappeared.
- \* Who put the crushed asphalt in the ditches? It doesn't look good and didn't work. It's gone now.
  
- \* Funding of Improvements (5 mentions = 6%)
- \* If the ditches are in the right-of-way, the culverts must be, too. If the City will take care of the improvements in the right-of-way, will they fix the culverts?
- \* Would culverts be the homeowners' responsibility?

- \* Are you talking about the culverts under driveways? Will we have to pay or will the City?
- \* I don't know where to buy a culvert. Can the City buy culverts in bulk?
- \* What other costs might homeowners be responsible for?

Safety Issues (2 mentions=3%)

- \* We have a tow rope to pull out cars that have slid into the ditch.
- \* The mailman needs to be pulled out about once each year.

3. *Let's spend some time now talking about access in and around the subdivision for pedestrians, equestrians and bicyclists. What's your assessment? Is access currently adequate?*

Access (23 mentions=42%)

- \* Lots of people are using the bridal paths. I love it when people use the paths around my house, but I hate seeing motorcycles and ATVs on them.
- \* There are lots of bridal paths in Filing 2.
- \* People walk on the roads in Filing 1.
- \* The City purchased some property for public access on Payton Circle. Other accesses are across private property. Owners have allowed access via driveways and private sidewalks.
- \* You probably can't do much about this because they are on private property, but I would like to be able to hike to the prominent rock features of the neighborhood.
- \* Most people are walking on roads and some paths. There are no bikes to speak of.
- \* People use roads to connect to trails and as trails.
- \* I walk in the neighborhood all the time. The only designated trail is the railroad grade.
- \* New residents are fencing bridle paths. They seem to be afraid of liability. There are approximately five such owners.
- \* Some "no trespassing" signs are popping up on easements and bridle trails.
- \* Most people are walking on easements and social trails.
- \* The Rock Island Trail and social trails and bridle trails are commonly used.
- \* There are lots of people out. Horses too. They walk on roads.
- \* I walk on roads and like walking on roads, but would prefer trails.
- \* In Alamosa they built a trail along the road—it works great.
- \* The roads work well for pedestrians. I jog in the road and it's great. There are only about two cars per hour.
- \* Horses and bikes are mostly on the Rock Island Trail. Occasionally, a horse may cross my property.
- \* We have a phenomenal asset in the Rock Island Trail. It is phenomenal for all users. There are three connection points, one is good, one is ok, and one is bad.
- \* People are occasionally putting up "no trespassing" signs, but these are a violation of the covenants.
- \* The bridal paths connect to the streets okay. Don't need trail crossings.
- \* Lots of bikes are on Bent Bar Road. I send my kids and grandkids to the Rock Island Trail, which is safer than the roads.



- \* It would be helpful if the Association could put up some signs to show which trails and connections are okay to use.
- \* I don't mind at all when people go across my property to access the Rock Island Trail. I have had some vandalism, though, which makes me very angry.

#### Trail/Path Maintenance (12 mentions = 22%)

- \* Owners are not required to maintain bridle paths. I maintain mine for neatness and safety reasons.
- \* Bridle paths are found in all conditions – clear and maintained to blocked and overgrown. I think the covenants make it the homeowners' responsibility to maintain these.
- \* One trail access is overgrown.
- \* The Steininger property provides access but is badly eroded.
- \* The trail conditions have gotten worse over the years.
- \* Most people maintain their bridle path easements.
- \* There was some bad erosion and a big ditch near the railroad embankment. Utilities had to come out to fix telephone poles and so they filled in the ditch.
- \* The last rainstorm left three inches of debris across the Rock Island Trail. Somebody cleaned it up.
- \* The City seems to mow occasionally, too.
- \* Last year, the City was fixing the sidewalk along Murray. My husband is disabled and he mows all the way down there and I was concerned about a safety hazard for him since there was a large drop-off next to the paving. The City brought in gravel to eliminate the safety hazard for my husband. So see, the City does some nice things!
- \* One thing I forgot to mention about the trails is that there are social trails crossing the old rail bed on the embankment. These trails are causing erosion of the rail bed.
- \* I used to be able to ride my bike across the (social trail) connection to the Rock Island Trail, now it is so eroded that I have to push or carry my bike.

#### Safety Issues (10 mentions=19%)

- \* I have to be very cautious driving on hills and where I can't see because walkers are out there.
- \* We don't have any marked crossings and they wouldn't help.
- \* Walkers come in from outside the neighborhood and walk spread out across the road.
- \* There is no other place to walk—can't walk in the ditches.
- \* Cars drive too fast.
- \* My biggest concern is fire. We have had two fires down near the railroad embankment.
- \* A trail along the road would be safer.
- \* There are bicyclists around. One guy rides with his dog attached. The road is so bad, some bicyclists may have quit coming.
- \* Horses think they own the road. I saw a young girl walking her horse down the middle of the road. I ride a motorcycle and pulled up behind her and went slow. Finally, I honked my horn to get her attention. I spooked the horse and she fell off. I felt bad, but she was on her phone and oblivious to me.
- \* Access to Rock Island Trail at the bench near the old railroad tracks needs dead trees cut down and barbed wire cleaned up. Trees are a fire risk.

Advantages of Gravel Roads (7 mentions=13%)

- \* I enjoy walking on the gravel roads.
- \* We need soft-surfaces for pedestrians and horses to use.
- \* I know three people from work who regularly drive here to walk in our neighborhood. It's nice to walk here. They don't choose to walk in their neighborhoods.
- \* I love to walk. I walk on the roads. I prefer to walk on dirt versus concrete.

Horses (2 mentions=4%)

- \* People used to buy in this neighborhood so they could have horses in the back yard; new residents are less likely to have horses but seem okay with them around for the most part.
- \* I love having horses around even though I don't own one.

Other (1 mentions=2%)

- \* The City promised a soft-surface trail on the Rock Island Trail. We have lost trust since this was not provided as promised.



## Appendix B

### Discussion Responses by Roundtable

# Rustic Hills Drainage and Capital Improvements Study

Roundtable #1      February 23, 2017

## Participants' Questions and Discussion Comments

*The following comments and questions were made during the meeting and were recorded by a note-taker on a flip chart as the discussion occurred.*

### Questions Following Presentation of Information

- \* Thirty-three percent of roads in the U.S. are gravel and they account for two percent of the fatalities. Why is there an assumption that paved roads are safer? People drive faster on paved roads.
- \* You said that the City would fund improvements in the right-of-way, who is responsible for the culverts?
- \* Where will the detention ponds be located?
- \* Will detention ponds be concrete or "live" bottom?
- \* Will the detention ponds require maintenance?
- \* Will there be a detention pond west in the western drainage area?
- \* Committees have already met and discussed these things and studies have been done. Do recommendations exist? I would like to see those studies and cost estimates.
- \* How much of this is being driven by the lawsuit with Pueblo? Is this a water quality concern?

### Group Discussion

*The City and consultant team will be assessing the roadways from technical perspective. You are all obviously very familiar with the roadways in the Rustic Hills subdivision -- you use them every day. What's your personal assessment of the roads?*

- \* Road maintenance has gotten worse.
- \* I would like to see the City's spending records for Rustic Hills road maintenance. I have never seen a road grader.
- \* I have been in the neighborhood many years. When I moved here, the roads WERE gravel, now they are just scraped dirt. The City is not putting gravel on these roads.
- \* The roads were gravel when I moved here. The use of magnesium chloride changed the maintenance style.
- \* I purchased a home in an area with gravel roads. I love my rural gravel roads and I hate them too. Some times of the year, the dust and mud are terrible. I have friends that won't come to my house at certain times of the year because they know how bad the roads can get.
- \* I live on Brady Road near Constitution. The heaviest traffic passes in front of my house. It might be good to pave these heavily-used sections. Traffic splits at the next intersection at Brady and Payton and the traffic likely decreases significantly there.

- \* We like the rural feel and the dirt roads in our neighborhood.
- \* We like the fact that our neighborhood is different and dirt roads are part of what makes it feel different from a regular city neighborhood.
- \* The rural “not-in-the-city” feel of our neighborhood is special.
- \* You say that this is about improving water quality and drainage, but increasing the non-permeable surfaces [on the roads] seems counterproductive.
- \* A 60’ right-of-way is not that wide. Payton Road between Brady and Constitution is narrow with sight-line issues and washboards.
- \* As they consider things that are in the right-of-way, the City will have to consider mailboxes. Mailboxes are commonly in the right-of-way for [delivery] access.
- \* There are also fences and other improvements in the right-of-way.
- \* Mailboxes impact road wear and limit access to graders and maintenance. They have been located on the same side of the road for delivery convenience; there are five in front of my house.
- \* Gravel and washboard [on the roads] limit speed.
- \* This a neighborhood with walkers and horses on the roads on weekends. Paving the roads reduces sound and increases speed. This will increase safety risks to pedestrians and horses.
- \* There is a lot of traffic cutting through the neighborhood. This has increased and it impacts road wear.
- \* The City is not out here maintaining the roads.
- \* How much/long does asphalt out-gas? My wife has health sensitivities and she would be very concerned about out-gassing.
- \* I don’t see a solution to the mud and drainage and erosion with dirt roads. I am open to paving.
- \* If you are going to pave the road, in some spots it is so narrow that there is only room for one lane.

*Let’s move on to discussing the drainage in the public rights-of-way along the roadway.  
What’s your assessment of how the drainage in your subdivision is currently working?*

- \* Some water shown on roads in the presentation is due to snowmelt, not drainage problems.
- \* The drainage problems are affecting private property. My immediate neighbors and I have cleaned and re-dug our ditches. They aren’t attractive, but they are functioning. If water gets out of my ditch, it runs down my driveway and causes significant damage. Once breached, the ditches are hard to repair.
- \* Your studies need to include assessment after one of our heavy storms.
- \* I have built some water detention on my property. You might be able to look to some private property for detention locations.
- \* I love the cement-bottomed drainage ditch by my house. It does not hold water or collect trash and weeds—it’s self-cleaning. The live-surfaced ditches are a mess, collecting weeds and trash and become a place for people to dump branches and things. The primary ditches should have hard bottoms, but not the roadside ditches.
- \* The primary and secondary drainage systems must work together.
- \* I’d like the roadside ditches to have live bottoms.

- \* I like our trees—even those in right-of-way.
- \* Rustic Hills has two separate drainage basins.
- \* Water collects 1.5 – 2-foot deep after rains in an area southeast of Brady Road and Half Moon.
- \* A hydrant broke near my house and caused a bunch of erosion and damage that has not been fixed. This sediment is filling ditches.
- \* Sediment builds up in some places and is unmanageable for homeowners.
- \* The drainage and sedimentation points change over time. This changes the impacts and the maintenance required of homeowners. I don't have a tractor anymore and a shovel is inadequate to deal with the sedimentation in my yard.
- \* I dug out my ditch when it filled in; it looks crappy but it works. Some owners do not or cannot clean out their ditches.
- \* It is better to direct water so it doesn't overflow onto private property.
- \* If paving is the answer, why do Murray and Constitution have such huge drainage problems? You should look at those during and after a hard rain.
- \* To what extent are our dirt roads permeable? How different is that from pavement?
- \* The quantity of water is very much greater in the last five to eight years at Brady and Broken Circle.
- \* If the ditches are in the right-of-way, the culverts must be, too. If the City will take care of the improvements in the right-of-way, will they fix the culverts?
- \* Some culverts are not in the right-of-way. I have one that is 100 feet outside of the right-of-way.
- \* My driveway culvert is lower than the road about 150 feet away from Brady.
- \* Who put the crushed asphalt in the ditches? It doesn't look good and didn't work. It's gone now.

*Let's spend some time now talking about access in and around the subdivision for pedestrians, equestrians and bicyclists. What's your assessment? Is access currently adequate?*

- \* Lots of people are using the bridal paths. I love it when people use the paths around my house, but I hate seeing motorcycles and ATVs on them.
- \* There are lots of bridal paths in Filing 2.
- \* People walk on the roads in Filing 1.
- \* Owners are not required to maintain bridle paths. I maintain mine for neatness and safety reasons.
- \* Bridle paths are found in all conditions – clear and maintained to blocked and overgrown. I think the covenants make it the homeowners' responsibility to maintain these.
- \* I enjoy walking on the gravel roads.
- \* We need soft-surfaces for pedestrians and horses to use.
- \* The City promised a soft-surface trail on the Rock Island Trail. We have lost trust since this was not provided as promised.
- \* The City purchased some property for public access on Payton Circle. Other accesses are across private property. Owners have allowed access via driveways and private sidewalks.
- \* One trail access is overgrown.

- \* The “Steininger” property provides access but is badly eroded.
- \* I know three people from work who regularly drive here to walk in our neighborhood. It’s nice to walk here. They don’t choose to walk in their neighborhoods.
- \* The trail conditions have gotten worse over the years.
- \* You probably can’t do much about this because they are on private property, but I would like to be able to hike to the prominent rock features of the neighborhood.

# Rustic Hills Drainage and Capital Improvements Study

## Roundtable #2      February 28, 2017

### Participants' Questions and Discussion Comments

*The following comments and questions were made during the meeting and were recorded by a note-taker on a flip chart as the discussion occurred.*

#### Questions Following Presentation of Information

- \* Do you have access to the previous study? There are houses lower than the roads with drainage issues.
- \* Is there a projected start date?

#### Group Discussion

*The City and consultant team will be assessing the roadways from technical perspective. You are all obviously very familiar with the roadways in the Rustic Hills subdivision -- you use them every day. What's your personal assessment of the roads?*

- \* The biggest main pain are washboard roads. The roads are graded and the washboard returns after one week.
- \* I have only seen soil stabilizers used on the road once.
- \* The City came in and removed six trucks of gravel (sediment) from my driveway
- \* The roads are getting worse. The original drainage may have been okay, but the road grading and cumulative damage have changed it.
- \* I have built a berm to keep water out of my garage. The road was angled to the high side; recent grading work which was trying to re-establish a crown has caused my basement to flood twice
- \* Generally, we've seen decreasing maintenance in the last 18 years. Deterioration has resulted.
- \* There are some very slick spots on Payton Circle and Brady Road and Rocking R Drive that appear any time there is moisture—especially March snows. I have to drive very slowly to maintain control.
- \* In places without gravel, roads get very slick after March snows.
- \* Does the City still do dust control?
- \* The City has used magnesium chloride, it turns into a mortar-like substance on cars.
- \* Many homeowners have two driveway entrances. Will both be fixed? Last time we were told that City would only allow one entrance. We want our current driveway configurations supported!

*Let's move on to discussing the drainage in the public rights-of-way along the roadway. What's your assessment of how the drainage in your subdivision is currently working?*

- \* Drainage is a big problem for my property. Brady Road drains into my property about halfway down. I lost my well house and the water broke up a concrete basketball court. I have built some water diversions and berms but there is still a problem.



- \* Water from Payton Circle crosses my property and flows into the church property on Murray. I have had dirt hauled out and have had to fix the damage to my driveway.
- \* On my road, drainage goes to the front doors of houses. They have graded and left a berm to keep water out of the ditch so it doesn't overflow.
- \* Every time it rains hard, the ditches wash out.
- \* Culverts fill up with sediment—I have had to dig them out so many times.
- \* Has there been any discussion of culverts under the road? One affects my property. When water escapes into my driveway it floods my garage.
- \* Water from behind my property comes from Constitution Avenue into Rocking R Drive into Half Moon Drive and into the back of my property.
- \* Who owns the road ditches? If they belong to the City, why haven't the trees been moved out of the ditches already?
- \* Years ago, when the City did maintenance, they did cut trees. That may have tapered off in 1999.
- \* It's like the sidewalks and treelawn strip – the City owns them but the homeowner has to maintain them.
- \* Some properties don't need ditches.
- \* I live on Brady near the cement-lined ditch. Rains cause ruts 1 - 2-foot deep, with erosion all the way to the culvert; this is a hazard for families and small kids.
- \* Would the detention pond slow water?
- \* Years ago, there was lots of water flowing down the street. My neighbor built railroad ties to stop the water and keep it from overflowing the culvert. The railroad tie wall is now filled or filling up with sediment.
- \* Drainage issues are causing property damage.
- \* There is sediment building up in easements and on private property.
- \* I have put railroad ties on the Payton side of the street to prevent water and sediment deposition.
- \* The drainage has been getting worse since 1972; getting worse faster in the last 10 years.
- \* In the past, the City has promised to fix the drainage, but nothing has changed. Our basement is still flooding.
- \* The storms are not as bad as they used to be. There was a huge ditch that used to fill with water straight from Constitution Avenue and flooded our basement. One storm filled the foundation of a house under construction next door— so the builder moved the house. The ditch was lined with concrete since that happened.
- \* When more houses were built in the area, drainage was improved.
- \* Can stormwater be detained upstream of Rustic Hills? Some water flowing into the neighborhood isn't even from our neighborhood.
- \* Can we get suggestions on how to fix our private property drainage issues?
- \* Would culverts be the homeowners' responsibility?
- \* Are you talking about the culverts under driveways? Will we have to pay or will the City?
- \* I don't know where to buy a culvert. Can the City buy culverts in bulk?
- \* What other costs might homeowners be responsible for?
- \* Once roads are stabilized, will the ditches need as much maintenance?

- \* When the street crews are out, I ask them to grade the road in front of my house to keep it from draining into my property. They have been very cooperative.
- \* I haven't had much success getting them to change their grading—they're still trying to crown the road in front of my house and I guess it needs to be different. They may have thought they fixed it.
- \* I typically go out with a bottle of water or soda and ask them if they're thirsty and I stay and make sure they do what I want.
- \* The street crew was on our street and took out truckloads of dirt (sediment). They also took out huge boulders. I don't know if it will help drainage.

*Let's spend some time now talking about access in and around the subdivision for pedestrians, equestrians and bicyclists. What's your assessment? Is access currently adequate?*

- \* Most people are walking on roads and some paths. There are no bikes to speak of.
- \* People use roads to connect trails and as trails.
- \* I have to be very cautious driving on hills and where I can't see because walkers are out there.
- \* We don't have any marked crossings and they wouldn't help.
- \* Walkers come in from outside the neighborhood and walk spread out across the road.
- \* There is no other place to walk—can't walk in the ditches.
- \* Cars drive too fast.
- \* I walk in the neighborhood all the time. The only designated trail is the railroad grade.
- \* New residents are fencing bridle paths. They seem to be afraid of liability. There are approximately five such owners.
- \* Some "no trespassing" signs are popping up on easements and bridle trails.
- \* Most people maintain their bridle path easements.
- \* My biggest concern is fire. We have had two fires down near the railroad embankment.
- \* There was some bad erosion and a big ditch near the railroad embankment. Utilities had to come out to fix telephone poles and so they filled in the ditch.
- \* Most people are walking on easements and social trails.
- \* The Rock Island Trail and social trails and bridle trails are commonly used.
- \* There are lots of people out. Horses too. They walk on roads.
- \* People used to buy in this neighborhood so they could have horses in the back yard; new residents are less likely to have horses but seem okay with them around for the most part.
- \* I love having horses around even though I don't own one.
- \* I walk on roads and like walking on roads, but would prefer trails.
- \* A trail along the road would be safer.
- \* In Alamosa they built a trail along the road—it works great.
- \* I love to walk. I walk on the roads and prefer to walk on dirt versus concrete.
- \* The last rainstorm left three inches of debris across the Rock Island Trail. Somebody cleaned it up.
- \* The City seems to mow occasionally, too.

- \* Last year, the City was fixing the sidewalk along Murray. My husband is disabled and he mows all the way down there and I was concerned about a safety hazard for him since there was a large drop-off next to the paving. The City brought in gravel to eliminate the safety hazard for my husband. So see, the City does some nice things!
- \* One thing I forgot to mention about the trails is that there are social trails crossing the old rail bed on the embankment. These trails are causing erosion of the rail bed.

# Rustic Hills Drainage and Capital Improvements Study

## Roundtable #3      March 1, 2017

### Participants' Questions and Discussion Comments

*The following comments and questions were made during the meeting and were recorded by a note-taker on a flip chart as the discussion occurred.*

#### Questions Following Presentation of Information

- \* Does the Parks Department own the property where the detention pond will be built?
- \* Is this going to take 3-4 years? Will the City be able to address some of the urgent things in the meantime?
- \* It looks like this project is leaning toward a paving solution. Is asphalt with rubber mixed in better for horses?
- \* Does Woodmen Valley have the hillsides and grades we have?
- \* What does maintenance cost? The City is never out there! There are many more folks in the neighborhood who would like to see the maintenance costs.
- \* When roads are paved, are they crowned?
- \* How will you fix the water flowing over private properties? I'd like to show you my property and the problems, and I'm sure several of my neighbors would, too.
- \* Is it possible to pave roads and solve drainage issues without concrete-lined road ditches?
- \* This neighborhood is 50 years old and so is much of the infrastructure. Have your studies considered the aging infrastructure such as water and sewer? Are there things that should be fixed or upgraded before paving?

#### Group Discussion

*The City and consultant team will be assessing the roadways from technical perspective. You are all obviously very familiar with the roadways in the Rustic Hills subdivision -- you use them every day. What's your personal assessment of the roads?*

- \* They are horrendous.
- \* They are terrible.
- \* They make our cars dirty.
- \* I'm sick of getting flat tires.
- \* They make biking difficult.
- \* What is the width of the right-of-way? There are narrow places on Payton Circle and a couple others that are only about 1½ lanes wide.
- \* At the intersection of Brady and Payton after the stop sign the washboard is so bad that I drive on the left to avoid it. I see nodding heads, so I'm not the only one. This is dangerous.
- \* Pedestrians walk and run in the middle of the road to avoid soft sediment, ruts, bumps, etc.
- \* I moved here from another part of town, the road dust has played havoc with my allergies.
- \* The houses that are below the road in elevation have extra bad dust problems.

- \* After the sewer line was replaced last summer, the crown was gone from the road and the drainage was changed. My garage flooded twice—and it hadn't happened before in the 30 years I've lived here.
- \* After the sewer line was fixed, the road was improperly compacted. They used bad soils. The road gets very slick on the west end of Payton Circle.
- \* Brady Road also gets very slick in places.
- \* We live downhill of Payton Road. The water crosses the road and flows into our property, too.
- \* We should also think globally about these impacts. We are contributing a lot of runoff into Fountain Creek.
- \* We live on Bent Bar Road, and our driveways go downhill into our garages. Our driveways and garages get water and flood every time it rains.
- \* How much will paving the roads and fixing the ditches help these issues?
- \* When I moved here 28 years ago, they told me that the roads would be paved.
- \* Maintenance has been reduced in that time.
- \* The graders used to spend hours here and make multiple passes on the roads. Now they just take the top off.
- \* I asked the guy on the grader and he told me: "We're only told to smooth it out a bit." One or two days later the washboard is back.
- \* They used to grade and clean out the ditches when we moved here 27 years ago.
- \* After the sewer line was fixed, the ditches were not fixed.
- \* In Filing 1, no maintenance can solve the problems we have without paving, too.
- \* Since 1978, the road has been built up higher; I and others have had to build walls to keep the water out of our property.

*Some people in the roundtables have told us they like living in an area with dirt roads and want to keep them that way. Others have said they would like to have the roads paved. What do you all think?*

- \* Pavement. That will help with drainage and prevent some problems on my property.
- \* I like dirt roads. That's why I moved there. I like the country feel and we will lose that with paved roads. People will go faster. I don't want pavement.
- \* I agree with the above. I moved in 31 years ago. I like gravel. People will drive faster with paving.
- \* Maybe we could get some speed bumps with the paved roads.
- \* Dirt roads are better for horses, walkers. People come from outside the neighborhood to walk here.
- \* Standards do change; the City is in a lawsuit with the EPA over air quality. How much of this is being driven by air quality issues?
- \* I understand the speed issues with pavement, but some people just like to speed, fishtail and power slide. There is someone who messes up the intersection every time right after it's graded.
- \* I stopped some teenagers who were going from one intersection to the next.
- \* Numerous homeowners are out grading the roads with their own equipment and this will continue if nothing is done. This is a big issue for the Homeowners' Association.
- \* We do need to think globally and consider the dust, runoff, and EPA lawsuit.
- \* We need to pave the roads and make it more user-friendly.

- \* Ultimately, the City is going to pave these roads. Since we're looking at paving, can we get a solution that is good for horses and pedestrians, too?
- \* I can live with dirt roads, I grew up in Montana with dirt roads. If they're properly maintained, they can be good. I can also live with paving. Speed bumps may be the key to controlling speed.
- \* Where Payton and Brady intersect, people love to spin their tires.
- \* I think paving the roads will increase our property values.
- \* I would prefer that we evaluate the need for speed bumps, later. They're easy to add and we should see where they are needed.
- \* If my road is crowned, I will be okay. I cut drains to keep water from reaching my driveway. This could be a place where the road needs to be sloped into the hillside.
- \* Century Link says our copper wiring is so old and bad that they can't upgrade us to the good, modern service. We would like the City to specifically look at the infrastructure in an effort to anticipate, prepare and consider it before a paving project.

*Let's move on to discussing the drainage in the public rights-of-way along the roadway. What's your assessment of how the drainage in your subdivision is currently working?*

- \* The River Runs Through It!
- \* There are multiple rivers in the neighborhood. When it rains, it comes down Payton and goes through two properties to the detention pond. I made a ditch to move the water. What can you do with the flows into my property? I have two feet of sand that has built up.
- \* I have three feet to four feet of road base in my yard.
- \* The big concrete drainage ditch fills from water on Constitution Boulevard and gets blocked up at the culvert and overflows into my yard. This is a big safety issue. My kids and grandkids are forbidden from getting anywhere near that.
- \* On Pronghorn Lane, water doesn't go into the ditches. There is a berm that keeps the water on the road. The sediment all gets dumped in front of my house.
- \* A few years ago, culverts were added at Brady and Payton. The large culvert really helped and they were kept clean for about one year. Now they are clogged again. This is an example of money that was spent, but we no longer benefit from because it hasn't been maintained.
- \* When we moved here 10 years ago, the ditch was well-defined. Some of the dirt and sediment in them is coming right off the hills above. The ditches have to be dug out due to that too.
- \* The ditches have filled in over the last 11 years.
- \* Water flows down (south) on Payton Circle and crosses the road into Jerry's yard and then into my yard. I have dug a ditch to convey the water across my property where it drains under the tracks. When the drain was blocked, it made a lake which drained eventually.
- \* Water flows like a river between Vern's and my property. Last year when it rained, the pond it made would take three or four days to drain.
- \* When it rains, there is a big mess on Pronghorn Circle leaving two feet of gravel.
- \* It seems like the detention pond is high on the list, but it does nothing about the flows uphill of it. I want to be sure that you are not overlooking other big issues.
- \* I have to go out with a shovel after every rain. We moved multiple truck loads last summer.
- \* We have a tow rope to pull out cars that have slid into the ditch.

- \* The mailman needs to be pulled out about once each year.
- \* We need to get the drainage fixed.
- \* We may need some drainage grates to catch water and sediment before it runs down some drive-ways that flow down from the road.
- \* Uphill homes need to maintain their culverts and ditches, too. I have to go out after every storm because my uphill neighbor's culvert is clogged.
- \* My problem isn't the driveway, it is stuff going past the driveway on the road.
- \* Giant chunks of asphalt appeared in the drainage ditches, then disappeared.
- \* Can you tell us about any neighborhood impacts that the proposed detention pond might have for the neighborhood? Will there be bugs? Slime? Smell? Standing water hazard?
- \* Rarely does water go off my property [north of the railroad embankment]. If the pipes were unclogged, is there a place for the water to go on the other side of the embankment?
- \* I want to be sure that the detention pond will not be a lake and won't cause liability or safety issues for the Homeowners' Association?
- \* Where does this water flow? To Sand Creek?

*Let's spend some time now talking about access in and around the subdivision for pedestrians, equestrians and bicyclists. What's your assessment? Is access currently adequate?*

- \* The roads work well for pedestrians. I jog in the road and it's great. There are only about two cars per hour.
- \* There are bicyclists around. One guy rides with his dog attached. The road is so bad, some bicyclists may have quit coming.
- \* Horses and bikes are mostly on the Rock Island Trail. Occasionally, a horse may cross my property.
- \* Horses think they own the road. I saw a young girl walking her horse down the middle of the road. I ride a motorcycle and pulled up behind her and went slow. Finally, I honked my horn to get her attention. I spooked the horse and she fell off. I felt bad, but she was on her phone and oblivious to me.
- \* We have a phenomenal asset in the Rock Island Trail. It is phenomenal for all users. There are three connection points, one is good, one is ok, and one is bad.
- \* I used to be able to ride my bike across the social trail connection to the Rock Island Trail, now it is so eroded that I have to push or carry my bike.

*Are the bridal paths working well? Do there need to be connections between the paths and the road? Are pedestrian crossings needed?*

- \* People are occasionally putting up "no trespassing" signs, but these are a violation of the covenants.
- \* The bridal paths connect to the streets okay. Don't need trail crossings.
- \* Lots of bikes are on Bent Bar Road. I send my kids and grandkids to the Rock Island Trail, which is safer than the roads.
- \* It would be helpful if the Association could put up some signs to show which trails and connections are okay to use.
- \* I don't mind at all when people go across my property to access the Rock Island Trail. I have had some vandalism, though, which makes me very angry.

- \* Access to Rock Island Trail at the bench near the old railroad tracks needs dead trees cut down and barbed wire cleaned up. Trees are a fire risk.





## Appendix C

### Response Form Comments Categorized

# Rustic Hills Drainage and Capital Improvements Study

## Neighborhood Roundtables

### Individual Response Form Responses Organized by Topic

*The following verbatim responses were submitted by February 23, February 28, and March 1 roundtable participants on individual response forms. A total of 38 people participated in the roundtables and 31 individual response forms were submitted.*

#### *1. After hearing the presentation and the group discussion tonight, what pleases you about the Drainage and Capital Improvements Study?*

##### Neighborhood process (18 mentions = 36%)

- \* Would like to encourage everyone to keep an open mind as to the various options that will be available and support the final decision.
- \* It appears you are willing to listen—that is a pleasant change—you will need patience—lots of stubborn neighbors.
- \* Open-minded approach.
- \* Moderation of this meeting was good. It was nice to see so many folks having a cooperative, construction discussion.
- \* Communication. Looking and evaluation of possible options.
- \* Is the interest of the City a true fixable (*flexible?*) one or hype?
- \* I can see that most of the concerns have been recognized.
- \* That is being done with input from the residents.
- \* People seem to be listening.
- \* They are soliciting neighborhood input and trying to preserve the uniqueness of Rustic Hills.
- \* The request for homeowner involvement at this level is phenomenal. I am very impressed. Thanks much.
- \* I am glad you are listening to input from the residents of the areas.
- \* The public participation in gathering information early in the process.
- \* I am happy to see so many neighbors involved. Discussion helps to bring new ideas and questions. It is good to have professionals here to answer questions and to clarify ideas presented.
- \* That you are listening.
- \* It sounds like the folks involved truly want to understand the problems and concerns and listen.
- \* All of the great ideas.
- \* I think it was very informative and useful. Susan did a great job keeping us focused on the issues.

##### Problems will be addressed (16 mentions = 32%)

- \* Just opening the discussion...again.
- \* This is a step in the right direction. Improvements are better than no improvement.

- \* That concrete action actually seems to be starting, and that the City is taking responsibility for the project and committing money to it.
- \* What pleases me is that there is maybe more than one option to fix the problems that have been addressed. Fix culverts and it may fix a lot of the problem.
- \* Appears to be first concerted analysis and planning to improve neighborhood streets, drainage, trails. Looking forward to the improvements. Thank you.
- \* Looks like they're moving in the right direction.
- \* Glad it's being done!
- \* Looking at possibility of having a joint dirt trail and paved road system. Take care of multiple needs (horses, walkers and vehicles.) Dirt and paved combo.
- \* Getting something done.
- \* The fact that this will definitely be accomplished, so they say.
- \* It was good to hear that the City is addressing the streets, drainage and trails as a whole!
- \* That all of my concerns were the same concerns they presented.
- \* This is very positive. This will be a great improvement to our neighborhood.
- \* Am pleased that the City is addressing the neighborhood street and drainage problem. Fixing the drainage and paving the roads is addressing a problem that has continued to get worse over the years.
- \* For me personally, this is almost 30 years past due. Appreciate the effort.
- \* I'm fine with the study and have seen the effect of the damage to some of the properties from water running off the road and down their driveways, etc. They certainly need some assistance on grading, slopping, berms, or "French Drains" to solve these drainage issues.

#### Dirt or paved roads (7 mentions = 14%)

- \* Paving has generated hatred and antagonism among neighbors.
- \* Hopefully, solutions will not be predetermined paving. Are there other solutions?
- \* Paved roads-Yah!!!
- \* It would be good to keep the streets dirt.
- \* Paving the roads will be good.
- \* Possible paving the roads. Roads: 1) dusty in summer, 2) slick in the winter, 3) unsafe to drive on (washboards), 4) tears up cars.
- \* Biggest issue for me is roads—would prefer them paved.

#### Drainage improvements (5 mentions = 10%)

- \* I probably am more concerned about drainage than paving.
- \* Drainage improvements are greatly needed.
- \* I think a detention pond is a good thing.
- \* Fixing drainage.
- \* Drainage is not huge concern on my part of street.

Funding of improvements (2 mentions = 4%)

- \* We will not have to form an improvement district to do these improvements.
- \* Grateful we won't have to pay for the road and drainage improvements! Glad the City is dealing with a serious environmental problem (air & water).

Tree removal (1 mention = 2%)

- \* I am all for taking out the trees—visual obstructions.

Nothing (1 mention = 2%)

- \* *(Large circle with slash through it).*

*2. What concerns you about the study?*

Time to complete improvements (7 mentions = 17%)

- \* How will the segments of this project be prioritized? What gets completed first? Maintaining roads and ditches. Flooding of basement and garage area.
- \* How long will it take?
- \* It won't be done tomorrow!
- \* Uncertainty about schedules.
- \* That the project may take a long time to complete.
- \* Not soon enough.
- \* The time to complete the project.

Uncertain funding/costs (7 mentions = 17%)

- \* I think this is good but it is predicated upon an election for funds. CSprings doesn't approve funding very often.
- \* Costs, costs, costs!
- \* Passage of the City Council stormwater initiative!
- \* Uncertainty about funding
- \* Potential cost to the homeowners.
- \* That the cost will be placed upon the homeowners.
- \* Homeowner cost factor (aid to construction).

Paving the roads/paving decision (6 mentions = 15%)

- \* That there will be an inevitable push to pave the roads. That is what this is all about.
- \* That the City will just come in and pave the roads and not care what the residents want.
- \* I am concerned that the plan has already been decided to pave the roads and increase the drainage problems for our neighborhood. Our roads are multi-use (cars, bikes, horses, pedestrians) and paving will endanger everybody.
- \* That it has already been decided that we will have paved roads, whether it is what the majority of the residents wish.

- \* Sounds like a decision has already been made, just doing “required neighborhood input.” Andre: “You may end up being a gravel road solution, but I hate to see things continue the way they are.”
- \* I do not however feel the roads need to be paved and I strongly oppose it. We did have some heavy rains in 2016 and I know that they caused the flow down the driveways and I believe that in the case of homes / driveways below the road, if the road is sloped down towards the uphill side of the road, the problem will be solved. I live on the uphill side of Payton and have no problem with the road being sloped towards my side.

#### Need a complete solution (5 mentions = 12%)

- \* That it may not be a complete (or nearly complete) solution. The detention pond addresses part of the neighborhood, but there are unique terrain issues around the neighborhood that the detention pond and paved roads/ditches may not resolve.
- \* Will it truly accomplish the drainage problems?
- \* Fixing it right to last a long time. Solving the constant erosion flowing and building up on my property (*location provided*).
- \* That nothing will actually get done.
- \* Looking for results.

#### Private property impacts (4 mentions = 10%)

- \* Need to really look at (*property location provided*) drainage issues. The buildup of road base is 2’ to 3’ deep, has killed all the trees, has torn up my fence. Lots of negative impacts on my property.
- \* How are individual homeowners going to know how to make the right improvements to their property (so that drainage does not hinder them)?
- \* Use of private property for improvements.
- \* Current drainage damage to private property from roadways.

#### Need more information (3 mentions = 7%)

- \* More information – ex. studies that have been done.
- \* Public education about the technical aspects of various option presented; pro and cons.
- \* I just want to hear more at this point.

#### Neighborhood process (3 mentions = 7%)

- \* There are strong feelings about solutions—achieving consensus will be difficult.
- \* Project team seems to lack knowledge about “trails.” Rock Island trail is the only City trail.
- \* Did not seem like people responsible for doing new study have read study from City from around 2005 re. crown on roads. Can’t do crown in all areas—especially where homes are situated below road.

#### Will the City listen? (2 mentions = 5%)

- \* Having participated in the previous East West Mobility Study, after the participants made their recommendations the City did what it wanted and ignored our recommendations.
- \* I wasn’t in the neighborhood at the last road dance—have heard too many complaints of that process and non-action. Good luck.

Thank you (2 mentions = 5%)

- \* Thank you so much for your time. We appreciate it.
- \* Thank you!

Nothing (2 mentions = 5%)

- \* None so far.
- \* Nothing so far.



## Appendix D

### Response Form Comments by Roundtable

# Rustic Hills Drainage and Capital Improvements Study

## Roundtable #1, February 23, 2017

### Verbatim Individual Responses

*The following verbatim responses were submitted by roundtable participants on individual response forms. A total of 9 people participated in the roundtable and 8 individual response forms were submitted.*

*1. After hearing the presentation and the group discussion tonight, what pleases you about the Drainage and Capital Improvements Study?*

- \* Just opening the discussion...again. I probably am more concerned about drainage than paving. Also, I am all for taking out the trees—visual obstructions. Paving has generated hatred and antagonism among neighbors.
- \* I am concerned that the plan has already been decided to pave the roads and increase the drainage problems for our neighborhood. Our roads are multi-use (cars, bikes, horses, pedestrians) and paving will endanger everybody.
- \* *(Circle with line through it submitted).*
- \* This is a step in the right direction. Would like to encourage everyone to keep an open mind as to the various options that will be available and support the final decision. Improvements are better than no improvement.
- \* Hopefully, solutions will not be predetermined paving. Are there other solutions?
- \* That concrete action actually seems to be starting, and that the City is taking responsibility for the project and committing money to it.
- \* What pleases me is that there is maybe more than one option to fix the problems that have been addressed. Fix culverts and it may fix a lot of the problem.
- \* It appears you are willing to listen—that is a pleasant change—you will need patience—lots of stubborn neighbors.

*2. What concerns you about the study?*

- \* I think this is good but it is predicated upon an election for funds. CSprings doesn't approve funding very often.
- \* Having participated in the previous East West Mobility Study, after the participants made their recommendations the City did what it wanted and ignored our recommendations.
- \* More information – ex. studies that have been done. Sounds like a decision has already been made, just doing "required neighborhood input." Andre: "You may end up being a gravel road solution, but I hate to see things continue the way they are."
- \* Public education about the technical aspects of various option presented; pro and cons.
- \* That there will be an inevitable push to pave the roads. That is what this is all about.
- \* There are strong feelings about solutions—achieving consensus will be difficult.
- \* That the City will just come in and pave the roads and not care what the residents want.
- \* I wasn't in the neighborhood at the last road dance—have heard too many complaints of that process and non-action. Good luck.



# Rustic Hills Drainage and Capital Improvements Study

## Roundtable #2, February 28, 2017

### Verbatim Individual Responses

*The following verbatim responses were submitted by roundtable participants on individual response forms. A total of 12 people attended the roundtable and 11 individual response forms were submitted.*

*1. After hearing the presentation and the group discussion tonight, what pleases you about the Drainage and Capital Improvements Study?*

- \* Appears to be first concerted analysis and planning to improve neighborhood streets, drainage, trails. Looking forward to the improvements. Thank you.
- \* Looks like they're moving in the right direction.
- \* Drainage improvements are greatly needed. Moderation of this meeting was good. It was nice to see so many folks having a cooperative, construction discussion.
- \* Glad it's being done!
- \* Open-minded approach.
- \* Communication. Looking and evaluation of possible options. Looking at possibility of having a joint dirt trail and paved road system. Take care of multiple needs (horses, walkers and vehicles.) Dirt and paved combo.
- \* Is the interest of the City a true fixable (*flexible?*) one or hype?
- \* I can see that most of the concerns have been recognized.
- \* That is being done with input from the residents.
- \* Getting something done. People seem to be listening.
- \* It was good to hear that the City is addressing the streets, drainage and trails as a whole! It would be good to keep the streets dirt. I think a detention pond is a good thing.

*2. What concerns you about the study?*

- \* Costs, costs, costs!
- \* Project team seems to lack knowledge about "trails." Rock Island trail is the only City trail.
- \* Did not seem like people responsible for doing new study have read study from City from around 2005 re. crown on roads. Can't do crown in all areas—especially where homes are situated below road.
- \* Use of private property for improvements.
- \* Homeowner cost factor (aid to construction). How will the segments of this project be prioritized? What gets completed first? Current drainage damage to private property from roadways. Thank you!
- \* Maintaining roads and ditches. Flooding of basement and garage area.
- \* That nothing will actually get done and that the cost will be placed upon the homeowners.
- \* Not soon enough. Looking for results.
- \* Potential cost to the homeowners. How are individual homeowners going to know how to make the right improvements to their property (so that drainage does not hinder them)?

# Rustic Hills Drainage and Capital Improvements Study

## Roundtable #3, March 1 2017

### Individual Response Form Verbatim Comments

*The following verbatim responses were submitted by roundtable participants on individual response forms. A total of 17 people participated in the roundtable and 12 individual response forms were submitted.*

*1. After hearing the presentation and the group discussion tonight, what pleases you about the Drainage and Capital Improvements Study?*

- \* They are soliciting neighborhood input and trying to preserve the uniqueness of Rustic Hills.
- \* 1) That all of my concerns were the same concerns they presented. 2) The fact that this will definitely be accomplished, so they say. 3) Paved roads-Yah!!!
- \* Paving the roads will be good. Fixing drainage.
- \* This is very positive. This will be a great improvement to our neighborhood. The request for homeowner involvement at this level is phenomenal. I am very impressed. Thanks much.
- \* Am pleased that the City is addressing the neighborhood street and drainage problem. I am glad you are listening to input from the residents of the areas. Fixing the drainage and paving the roads is addressing a problem that has continued to get worse over the years.
- \* The public participation in gathering information early in the process.
- \* I am happy to see so many neighbors involved. Discussion helps to bring new ideas and questions. It is good to have professionals here to answer questions and to clarify ideas presented.
- \* Possible paving the roads. Roads: 1) dusty in summer, 2) slick in the winter, 3) unsafe to drive on (washboards), 4) tears up cars.
- \* We will not have to form an improvement district to do these improvements. It sounds like the folks involved truly want to understand the problems and concerns and listen.
- \* Grateful we won't have to pay for the road and drainage improvements! Glad the City is dealing with a serious environmental problem (air and water).
- \* That you are listening.
- \* All of the great ideas.
- \* I think it was very informative and useful. Susan did a great job keeping us focused on the issues.
- \* For me personally, this is almost 30 years past due. Appreciate the effort. Biggest issue for me is roads—would prefer them paved. Drainage is not huge concern on my part of street.

*2. What concerns you about the study?*

- \* That it may not be a complete (or nearly complete) solution. The detention pond addresses part of the neighborhood, but there are unique terrain issues around the neighborhood that the detention pond and paved roads/ditches may not resolve.
- \* 1) How long will it take? 2) Will it truly accomplish the drainage problems?
- \* Fixing it right to last a long time. Solving the constant erosion flowing and building up on my property (*location provided*). Thank you so much for your time. We appreciate it.

- \* It won't be done tomorrow!
- \* That the project may take a long time to complete.
- \* Uncertainty about funding and schedules.
- \* Need to really look at (*property location provided*) drainage issues. The buildup of roadbase is 2 - to 3-foot deep, has killed all the trees, has torn up my fence. Lots of negative impacts on my property.
- \* I just want to hear more at this point.
- \* Passage of the City Council stormwater initiative!
- \* None so far.
- \* The time to complete the project.
- \* That it has already been decided that we will have paved roads, whether it is what the majority of the residents wish.
- \* Nothing so far.

#### Individual response mailed and received after the roundtable

Thanks for letting me send my "Individual Response Form" to you since I had to leave the Rustic Hills Roundtable on March 1<sup>st</sup> for another appointment at 8:00 PM. I'm fine with the study and have seen the effect of the damage to some of the properties from water running off the road and down their driveways, etc. They certainly need some assistance on grading, slopping, berms, or "French Drains" to solve these drainage issues.

I do not however feel the roads need to be paved and I strongly oppose it. We did have some heavy rains in 2016 and I know that they caused the flow down the driveways and I believe that in the case of homes / driveways below the road, if the road is sloped down towards the uphill side of the road, the problem will be solved. I live on the uphill side of Payton and have no problem with the road being sloped towards my side.

At our roundtable I heard every conceivable complaint, from the road too high, too low, too much dust, ditches not being cleaned, cars going too fast, washboarding, a cyclist claiming she couldn't ride her bike due to washboarding (really?), kids doing doughnuts in the gravel "so it needs to be paved" (good grief!), the conditions "have never been this bad," to the all time doozy..."My allergies have kicked up due to the dust"!! I had no idea I lived amongst people with so many problems but I'm thinking and recalling there is an agenda at work here.

This area has existed for at least 50 years and there is nothing new here but the whining!!! If you don't like the dust why did you move here? It certainly isn't new or different or worse, and from the comments I hear...it's more about not wanting to have to wash the car...anymore. Why don't we try lowering the speed limit to 20 mph and see how that affects the "washboarding" and "dust"? I think we have an enforcement problem and a few more visits by CSPD could take care of it nicely. Rarely is anyone doing the limit / 25 mph on Payton or Brady. Why not try a speed study w/ a few line sensors across these roads before we think that paving the roads is our only salvation? There is not one property in Rustic Hills that takes more than 3 minutes to drive to or from any entrance to or exit from Constitution. Lets all take an extra minute and slow the speed down and see how that works first?

Next, I take exception to the “What’s The Problem?” entry on your handout that reads...”The street surface is rough and difficult to drive on, resulting in safety concerns ...(Say What???). At maybe less??) there is certainly no difficulty in driving these roads and no safety concerns, unless perhaps you’re an unlicensed 6 year old out for your 1<sup>st</sup> spin in the car, without “Mommy” driving!!!

To continue with your above assertion...”an inadequate level of service”...well...WHOSE responsibility was / is “the inadequate level of service”??? That appears to suggest that someone else is at fault...doesn’t it? Not hardly!!! I’ve met your grader and discussed these issues and he is aware of the need to either lower the road bed where it abuts driveways, etc. or slope the road surface away from the high point. In some cases the road needs to be lowered only several inches to stop the flow downhill and down driveways. To finish your assertion...”and maintenance that is not cost effective”... with no real growth or new homes in Rustic Hills and a fairly ageing population, I see no new or greater use or demand on the roads here and hence challenge the claim that it is “not cost effective”. These roads have been graded for at least 50 years, so what threshold of new costs has the City faced with the continued grading of these roads? Be specific and be honest. And then please provide a comparison with the estimate of what it will cost to pave these roads.

I also assume you’re aware of the fact that with the roads paved, there will be more runoff. Is the City prepared to increase their expenditures for that certain, increased and more frequent effort to maintain the ditches?

I see we have a new “problem” in that per your handout, “access for equestrians and pedestrians is not adequate”. I don’t own horses but I am a complete supporter of those that do. They bought property here with the intention of owning and riding horses or they added them when they could. The ideas of paving these roads kinds of shoots that lifestyle and use right in the head...doesn’t it? I’ve heard we’ll “develop” the horse riding trails and “access” but lets be honest...horses are ridden 95% of the time on the roads. Paving them destroys that option. I’ve never had a problem with horse riders. I approach slowly, they move over, I wave, they wave back, and then I drive on. Every time! No issue! No concern! No problem! As for pedestrians...what IS the problem? We walk and I jog these roads frequently and I have NEVER had a problem. Are we adding sidewalks or new trails for pedestrians now? Good Grief Again!!! Who is paying for this nonsense???

If this agenda is pushed or adopted for the reasons thus far posited, I wonder what the press, social media and the taxpayers of Colorado Springs would think...after we just raised our taxes for 2C to get the potholes and real road repairs taken care of. Hmmm!

Lets maintain the ditches and fix the drainage for the properties that are affected and leave the horse owners, pedestrians, and the rest of this beautiful and rustic Rustic Hills area alone...and finally end the panic over this imagined “crisis in Rustic Hills”.



## Appendix E

### Roundtable Discussion Guide

# Rustic Hills Drainage and Capital Improvements Study

## Neighborhood Roundtables Discussion Guide

### Opening (10 minutes)

Welcome, thank you very much for coming to talk about the Drainage and Capital Improvements Study in your neighborhood. *(Introduce myself)*

Before the rest of the project team introduces themselves, I'd like to go around the room and ask each of you to introduce yourselves. Please just give us your name and address.

*(Self-introductions: Tim, Andre, Priscilla, Rick Hoover and Bill)*

We're here today because the City of Colorado Springs believes there are serious problems with the roads, drainage and trails in the Rustic Hills Subdivision. Since the City's mission is to provide public facilities that are safe and that meet acceptable standards, it would be irresponsible for the City not to address these problems.

City staff believes the most reasonable and responsible way to solve these problems is to work with you and other property owners to jointly come up with a plan to fix the problems.

We care what you think and we're here today to listen to your concerns and ideas because it's your neighborhood and you will be impacted by the plan that is developed.

This is the \_\_\_\_\_ of \_\_\_\_\_ roundtables that are being held with property owners. The roundtables are the first step in a conversation we'll be having with you and your neighbors over the next six months.

The purpose of the roundtables is to have small, informal discussions with you so that we can get your perspectives on how you think the roads, drainage and trails are working in your neighborhood.

We want to hear whatever perspective you have.

What we learn from you through these roundtables will be used by the project team to develop some optional approaches for fixing the problems.

Those options, plus a lot of information about analysis of the problems, will be reviewed with you at the March 30 workshop and you can tell us what you think about them.

One important note: While the City has met with representatives of the Rustic Hills Improvement Association to let them know about the City's intent to address the problems and the desire to involve the neighborhood, this process is being conducted by the City, not by the Association.

Today our focus will be on listening to you, rather than presenting you with lots of information.

Andre will spend about 15 minutes providing you with some basic information about the problems that exist with subdivision roadways, drainage and trails systems.

It's important that we leave adequate time for good discussion with you all, since that's why we're here. So, in the interest of time, I would ask that you please hold your questions until Andre's finished with his presentation. *Can we all agree to hold questions?* Also, if you have questions about your particular property, please hold those until our discussion is complete. Andre has a map and will be happy to answer any questions you have.

We want to spend the bulk of our time today listening to you. We'd first like to get your assessment of your roads. Then we'll ask you about how well you think the drainage is working, and finally what you think about trails and bridle paths. The information presented and the discussion questions posed will be the same for each of the three roundtables.

Our session with you today/tonight will last about an hour-and-a-half. Housekeeping: OK to use your emails? Photos OK? Restrooms to your right

Andre's presentation (25 minutes: 15 minutes of presentation + 10 minutes of questions for clarification)

Questions?

Discussion (60 minutes)

Introduction (5 minutes)

Propose ground rules for discussion

No need to reach agreement; no decisions will be made

Flip chart record of discussion

We will prepare a report for the City that includes the notes of each roundtable discussion as well as a summary that identifies consistent themes that we hear from all the roundtables.

Are you ready to begin?

1. Andre and his team will be assessing the roadways from technical perspective. You are all obviously very familiar with the roadways in the Rustic Hills subdivision -- you use them every day. What's your personal assessment of the roads? Who would like to go first? (15 minutes)

*Probe: Has the condition gotten better or worse over the last few years or stayed pretty much the same?*

*Probe: Do you have any ideas you would like to forward to the project team about how to improve the roads?*

2. Let's move on to discussing the drainage in the public rights-of-way along the roadway. What's your assessment of how the drainage is currently working? (15 minutes)

*Probe: Has the condition gotten better/worse over the last few years or stayed pretty much the same? Are there any specific areas with drainage problems?*

*Probe: How does the condition of the drainage in the right-of-way impact you or your property?*

*Probe: Do you have any ideas you would like to forward to the project team about how to improve the drainage?*

3. Let's spend some time now talking about access in and around the subdivision for pedestrians, equestrians and bicyclists. What's your assessment? Is access currently adequate? (15 minutes)

*Probe: Do people mostly use the streets to walk/ride on? In Filing 2, do they use the bridle paths to connect to the streets?*

*Probe: Tell us what you think about the bridle paths that exist. Are they working well or not so well?*

*Probe: Has the condition of trails in the area and bridle paths gotten better/worse over the last few years or stayed pretty much the same?*

*Probe: Do you have any specific suggestions for trail or bridle path improvements?*

#### Wrap-Up (5 minutes)

We really appreciate your time and attention today. You've provided us with a good understanding of how you as property owners assess the conditions in your subdivision.

Please come to the March 30<sup>th</sup> neighborhood workshop to tell us what you think about them... and bring your neighbors.

Before you leave, we have one more task (*distribute forms*). Feel free to leave when you've finished. Thank you again.





Appendix E

Roundtable Response Form

## February 23, February 28 and March 1, 2017 Neighborhood Roundtable

1. After hearing the presentation and the group discussion tonight, what pleases you about the Drainage and Capital Improvements Study?

*Thank you for participating!*

